



Regulatory Advisory

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Truck and Bus Regulation PM Filter Extension for Certain Cranes to Calendar Year 2018

The Air Resources Board (ARB) has approved an extension of the compliance deadline for the particulate matter (PM) filter requirements to January 1, 2018, for certain types of on-road cranes that are subject to the Truck and Bus regulation (regulation), title 13, California Code of Regulations, section 2025. This extension remains in effect unless circumstances regarding the extension change including but not limited to retrofit feasibility and Occupational Safety and Health Administration (OSHA) requirements.

Background

The regulation requires diesel truck and bus owners to take steps to reduce their engine emissions. The regulation is a part of the State's plan to meet federal ambient air quality standards and to protect public health. Nearly all trucks and buses with a manufacturer's gross vehicle weight rating greater than 14,000 pounds that operate in California are required to reduce their fleet exhaust emissions during the 2012 to 2023 timeframe. To comply with these requirements, fleet owners can retrofit existing engines by installing PM filters that are Verified Diesel Emission Control Strategies (VDECS) approved by ARB, or by upgrading to cleaner engines or vehicles.

The regulation allows for the Executive Officer to grant an annual PM filter extension per sections 2025(p)(9) and 2025(q)(5) if all VDECS that are available for a properly operating engine are not compatible with the engine, do not fit in available space, or cannot be safely operated on the vehicle.

Basis for Extension

Crane operators have expressed concern that installation of PM filter retrofits on crane engines in heavier cranes may change weight distribution and reduce engine performance which would conflict with existing crane certification, safety requirements, and highway weight limits. To address safety concerns and avoid conflicts with OSHA requirements and related certification of on-road cranes, and to provide more time to further investigate retrofit feasibility and safety, ARB is issuing a compliance extension for the PM filter installation deadline for certain types of on-road cranes.

Modifications to cranes require review and approval by the manufacturer or a registered professional engineer who is familiar with the equipment, and may require modifications to load charts, procedures, instruction manuals and other items as needed. Due to the complexity of the crane design, the number of PM filters available for each crane, and

various loading capacities, the crane manufacturer or the registered professional engineer that is familiar with cranes would have to evaluate modifications on a case by case basis.

In addition, the majority of cranes are manufactured outside of the United States or are no longer in production, which increases the time required to evaluate crane modifications. The regulation requires that most vehicles have PM filters by 2014 leaving insufficient time for the manufacturer to assess individual crane modifications. This would effectively make the PM filters unavailable to the crane owner.

Extension Applicability

Until December 31, 2017, this extension applies to on-road single cranes that are 1) certified as power-operated equipment that can hoist, lower and horizontally move a suspended load, 2) are required to be operated by a licensed crane operator, and 3) the gross vehicle weight rating of the vehicle is 54,000 pounds or more. The extension does not apply to: crane trucks that have mounted lifting equipment rated at 2,000 pounds or less; crane trucks that are designed to transport cargo; truck mounted derricks; sideboom cranes; concrete pump trucks; loader cranes; knuckle-boom cranes; and tow trucks.

Determining Compliance

A vehicle that has a PM filter extension is excused from meeting the applicable PM filter requirement, but does not excuse the owner from meeting emission reduction requirements if other vehicles in the fleet can be retrofitted to comply. PM filter extensions cannot be used to delay requirements to upgrade to 2010 model year or newer engines.

When determining compliance with the engine model year schedule for heavier vehicles of section 2025(g), the PM filter extension only applies to eligible cranes with 1996 model year and newer engines because the older engines do not have PM filter requirements and must be upgraded with 2010 model year or newer engines. Fleets using flexibility options that require PM filters may consider the vehicle that has a PM filter extension excused from compliance, although it is otherwise treated like any other vehicle in the fleet that does not have a PM filter. This vehicle is still counted in the fleet size when determining how many vehicles need to have PM filters to comply with flexibility options. This means that all other vehicles in the fleet that can be retrofitted must be equipped with PM filters until the compliance requirement is met for the year.

Any engine that cannot be retrofitted by January 1, 2018, must be replaced. Owners do not need to apply to use this extension for affected vehicles, but should keep a copy of this notice in the cab of the vehicle.

Contacts for Additional Information

You can obtain additional information at www.arb.ca.gov/dieseltruck or you may call 1-866-6DIESEL (866-634-3735), or by email at 8666diesel@arb.ca.gov.